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EASTERN WATERWAYS NEEDS

SIXTH ANNUAL ADDRESS

OF

HON. J. HAMPTON MOORE

OF PENNSYLVANIA

PRESIDENT ATLANTIC
DEEPER WATERWAYS ASSOCIATION

AT

JACKSONVILLE, FLORIDA
NOVEMBER 18, 1913

(Printed in the Congressional Record, December 1, 1913)



WASHINGTON
1913

20301—12564



Eastern Waterway Needs.

REMARKS

OF

HON. J. HAMPTON MOORE,

OF PENNSYLVANIA,

IN THE HOUSE OF REPRESENTATIVES,

Monday, December 1, 1913.

Mr. GOLDFOGLE. Mr. Speaker, I ask unanimous consent to print in the RECORD the address of our associate, Mr. MOORE of Pennsylvania, as president of the Atlantic Deeper Waterways Association at the sixth annual convention in Jacksonville, Fla., November 18, 1913.

The SPEAKER. Is there objection? The Chair hears none.

Mr. MOORE said:

"Ladies and gentlemen of the convention, in submitting his annual address for the sixth time, your president congratulates the association, its members and sympathizers, upon the marked progress that has been made in promoting the Atlantic coastal waterway since the movement was organized in 1907. As was to be expected, there have been some delays and disappointments, but each of the six years of agitation has brought us nearer the goal, and the year just ended finds us in possession of full reports by the United States Army engineers upon every section of the project from New England to Florida. The recommendations accompanying the reports, while not conceding all we sought, favor as worthy and urgent, the immediate construction of certain of the sections upon which we based our strongest claims. The Federal survey authorized by the river and harbor act of March 3, 1909, has been amply justified, and the faith we then had in the merit of our undertaking has been vindicated by the official returns. Hence we are no longer 'visionaries' and 'dreamers,' as our forefathers had been for more than a century, but promoters rather of a rational and practical plan of national development, the humanitarian and commercial value of which is proven beyond dispute.

ADVANTAGE TO EASTERN STATES.

"At the New London convention of 1912 we were able to show an increasing interest in eastern waterway projects. Since then an even greater activity has manifested itself in all the States along the line, with the result that the river and harbor act of March 4, 1913, like its immediate predecessors, responded more generously to eastern claims than for many years past. The necessities of the people along such rivers as the Merrimac, the Taunton, and the Connecticut in New England; the Hudson, the Passaic, and the Delaware in the Middle States; the Potomac, the James, the Cape Fear, the Savannah, and the St. Johns in the Southern States, are beginning to be better un-

derstood, and the awakening is having its effect in Congress. Our agitation for the trunk line, therefore, has been of direct advantage to all the States affected, accelerating the movement for needed local improvements. The cohesive influence of the main project, proposing, as it does, to obtain a safe and standard inland waterway from New England to Florida, connecting with the Great Lakes and the Mississippi River via the Hudson and the Erie Canal on the north and with the Mississippi and the Rio Grande via the proposed Gulf route on the south, has quickened interest in hundreds of collateral projects, some of which may be over ambitious, but many of which, like the Connecticut, the upper Delaware, and the Susquehanna, if properly developed, would be capable of splendid public service.

ENGINEER REPORTS FAVORABLE.

"As to the main project, from Boston to Beaufort, N. C., and from Beaufort to Florida, we have to acknowledge the industry and intelligent direction of the Army engineers, headed by Gens. Bixby, Rossell, and Kingman. All of them, as division engineers or as engineers in chief, have had to do with the surveys. Before retiring from office Gen. Bixby hastened to Congress, through the War Department, comprehensive reports, the recommendations of which as to feasibility have uniformly been favorable and generally favorable as to expediency. The final report on the Boston-Beaufort section, presented in August last, was an unqualified indorsement of the Chesapeake and Delaware link as worthy of immediate improvement to a depth of 12 feet, at a cost of \$8,000,000 plus the purchase cost of \$2,500,000.

"The report also approved the construction of the Delaware and Raritan link across New Jersey at a cost of \$20,000,000. Then in September the final report was made upon the section from Beaufort, N. C., south to the St. Johns River, inside of Cape Lookout and Cape Fear and the dangerous shoals extending beyond them. Here again the feasibility as well as the commercial and life-saving properties of the inside passage were approved. The depth suggested was 7 feet and the cost \$14,400,000. Unfortunately, neither of these final reports was in hand when the last river and harbor bill was before Congress, so that the effort then made to provide for the taking over of the Chesapeake & Delaware Canal as contemplated by the New London resolutions was unsuccessful. Another opportunity to press this matter will soon be presented, however, and if the positive indorsement of the War Department is duly supported by the commercial and industrial bodies along the coast, the long-expected and long-deferred approval of Congress should permit the work to be started at once. This is one of the urgent problems to which the convention should direct its energies.

VITAL LINK TO THE CHESAPEAKE.

"So much does the success of the entire project depend upon the cut across the Delaware and Maryland peninsula that we can not too strongly emphasize its importance. First of all, it is the cheapest and, from an engineering point of view, the easiest section to construct. It is the very center of the busiest transportation belt in the United States. The existing canal is a relic of 1829, and it is so limited in depth and width as to dis-

courage its use by modern vessels. It is owned by a private corporation whose toll charges are substantially equivalent to those by rail. In a traffic area far exceeding that of the Panama Canal, it tends to retard rather than promote trade. The Government has acquired the Chesapeake & Albemarle Canal, which opens the Atlantic coastal trunk line from the Chesapeake Bay and Norfolk south to below Cape Hatteras; it has opened and improved other waterways in harmony with the project, north and south, and the next step, and the logical step, is to cut the Chesapeake and Delaware barrier and let the commerce through. It is essential to an interchange of the commodities of the coastal States at a moderate cost to the people, and considered in connection with the Delaware and Raritan section, indorsed by President Wilson when he was governor of New Jersey, it carries the inland project on to New England. Whether or not the New Jersey section is provided for at the next session of Congress, as we hope it may be, the free and open passage across the States of Delaware and Maryland ought not be longer halted. Opened up and made free it will serve as important a function in cementing commercial bonds of two sections of the country as the Panama Canal can possibly do in wedding the two oceans.

THE CASE HAS BEEN PROVEN.

"Responding, therefore, to the usual requirements of Congress and of the River and Harbor Committee before appropriations are made, we now submit, in addition to the various other arguments that have been presented in support of the continuous coastal waterway, the reports and recommendations of the United States Army engineers. In his address to our convention at Norfolk, President Taft said:

"When you have made your case, then I am sure the Government and Congress will respond to it. That the case can be made, I doubt not, * * * the justification of which can be shown by reference to the business now done or the business which certainly will be furnished.

"In making this statement the President of the United States was merely voicing the views so often dominating Congress. We have complied with the conditions he laid down. We have proven our case, not only by the records of terrific losses of life and property at sea, not only by evidence of traffic congestion limiting our commercial, industrial, and agricultural output, but by what is usually considered 'the last word' in the domain of rivers and harbors—the favorable report of the Army engineers.

OUR PRODUCTIVE CAPACITY LIMITED.

"Is our productive capacity limited in the East? For answer we recur to recent data of the Census Bureau. The area we seek to improve by better water facilities is the area of the thirteen original States, to which we may now be permitted to add the 'Land of Flowers.' The extent of this area is only one-twelfth of the total area of the country. The scene of our activities, therefore, is barely more than a thumb mark upon the map of the United States. In that area we have 40 per cent of the entire population of the United States and 50 per cent of all the wage earners. We produce 53 per cent of all the manufactures of the United States and 60 per cent of all the coal. We do most of the import and export business of the country, and at the four ports of Boston, New York, Philadelphia, and Balti-

more we collect four-fifths of all the customs revenues. We have assisted in financing railroad enterprises affording competition for every other section, but for our own vast enterprises and responsibilities we have only 23 per cent of the total railroad mileage of the country. Let me emphasize that. Here, where industry is most productive, where our shipments are greatest, where we have one-third of the population in one-twelfth of the area, we are compelled to do business on less than one-fourth of the railroad mileage of the United States. We have suffered this handicap not only in the matter of railroads, but it has been necessary for us to keep off the waterways because of the limitations of harbor depths, the destruction of our canals, and the neglect of our rivers. Figures like these, and the process of reasoning logically deducible therefrom, are ample apology for the agitation and the vigilance of the Atlantic Deeper Waterways Association and the warning it sounds along the coast.

THE PRODUCER AND HIS MARKET.

"In consequence of our limited area, the density of our population, and the magnitude of our industries we are obliged to pay heavily for every commodity which enters into the cost of living. We have only 18 per cent of the farm area of the United States east of the Appalachian chain, yet we have so much vacant land that if it were opened up it would aid materially in solving the problems of profitable employment and cheaper food for the people. The Federal cost of protecting lands that are subject to overflow in the lower Mississippi has been quoted at \$8 per acre, and it has also been stated that the difficult work of making western lands available for cultivation by irrigation costs approximately \$40 per acre. In certain sections of Virginia, North and South Carolina, Georgia, and Florida we have lands of natural richness and fertility that could readily be purchased at figures ranging between the per acre cost of flood prevention and the cost of irrigation. For the price of irrigating lands it is possible to obtain abandoned or even occupied farms in Pennsylvania, New York, and New England.

"The problem of the owners of neglected eastern lands is chiefly the problem of transportation. It is the problem of the ability of the producer to get to market, a problem resulting from the concentration of population and business activity along the lines of the railroads, while vast stretches of country have suffered abandonment because the waterways that formerly served them well were not kept up to modern standards.

WHY HESITATE TO SEEK REDRESS?

"The cruel neglect of waterways and the consequent curtailment of commercial opportunity is what the Atlantic Deeper Waterways Association protests against. To remedy these conditions and to put the Atlantic seaboard on a par in transportation facilities relatively with other sections of the country has been the mainspring of our movement. We have been too complacent because we were prosperous. We did not care that the financial resources of the country were slipping away from us, but now we know that gradually and surely they have been leaving us without facilities to successfully compete with our business rivals. We were dull while the hustling brethren of the West, who had sprung from our loins, were busy as bees.

We paused perchance to admire their enthusiasm and applaud their energy. We sympathized with them when the floods poured down the Mississippi Valley and inundated their farms and their cotton fields, and we voted them money for relief, but the fierce and devastating storms which swept the Atlantic seaboard, carrying precious lives and valuable property to the bottom of the sea, we permitted to pass as a one day's wonder.

"Somewhere in the Good Book it is written that 'he that provideth not for his own house is worse than an infidel.' We have been called effete along the Atlantic seaboard, but we ought not to tolerate the charge of infidelity. While we have been suffering the effects of the late October storm, for which the people in common are paying, our friends of the lower Mississippi region have been pressing a bill, which the next Congress will be asked to pass, providing an appropriation of \$60,000,000 to construct levees to protect farm lands from overflow in the Mississippi Delta. The Mississippi problem has already cost the Government about half of all the appropriations that have been made for commerce and navigation the whole country over. Though there are floods and great losses of life and property due to storms in other sections of the country, we still treat the Mississippi as a problem of commerce and navigation. We gave it a special permanent commission in 1879, and since then its needs have been reported regularly as of increasing importance. In each of the last two river and harbor bills we provided \$6,000,000 per annum for levee work along the Mississippi, without respect to the navigation projects, which have already mounted up to the hundreds of millions. And yet the commerce upon the mighty Mississippi itself is only a little more than twice as much as that developed upon the St. Johns in Florida.

"If our annual appropriations for rivers and harbors are not to attain the hoped-for \$50,000,000 demanded by the National Rivers and Harbors Congress, and we are to continue our enormous appropriations for flood prevention and levee construction, when is the rest of the country to obtain consideration for that commerce and navigation for which it is presumed the river and harbor funds are to be expended?

FLOOD PREVENTION A SEPARATE PROBLEM.

"We concede the wisdom of dealing with the Mississippi flood problem on a national and comprehensive scale. We have agreed to that as a legislative proposition since the Mississippi River Commission was authorized by Congress 34 years ago, but we do not concede that because the problem has not yet been solved that further costly experimental operations should be continued at the expense of coastal commerce and navigation. We look to commerce and navigation as creative and revenue-producing elements in our domestic and political economy. We can not dispense with them without draining the very lifeblood of the Nation. Therefore they should be encouraged and the funds set apart, for their development should be adequate and capable of expenditure without waste. The regulation of rivers to prevent floods should be treated separately and with a definite view to completion.

"Floods are periodical and may not be anticipated by Congress, but commerce is perpetual and Congress can readily

estimate with respect to it. If in its wisdom Congress should appropriate \$60,000,000, as is now proposed in Washington, to erect works in accordance with plans approved by the Army engineers to hold the waters of the Mississippi in leash, perhaps the country would approve it. The specific purpose of the appropriation would be understood; but if Congress continues, as heretofore, and especially since 1879, to appropriate moderate sums in river and harbor bills 'for commerce and navigation' and a large proportion of them is diverted each year from 'commerce and navigation' to 'flood prevention,' it is patent that eastern commercial waterways will continue to be neglected, and that the flood problem of the Mississippi will continue to eat up the Nation's river and harbor revenues without securing the results our Mississippi Valley friends are striving for. We certainly hope to see the day when the untractable waters of the Mississippi, the Ohio, and the Missouri may be safely harnessed up to the uses of commerce and navigation, but we do protest that worthy eastern projects should not be suspended until that desirable object is attained.

INFLUENCE OF THE PANAMA CANAL.

"There is another phase of this question to which I shall briefly refer. We are approaching the completion of the Panama Canal, the greatest of modern waterways, and a glorious proof of American skill in engineering. The estimated cost of the canal is \$400,000,000. The benefits of our enterprise in this tremendous undertaking will accrue largely to Great Britain and Germany, who are our principal international competitors for South American trade. We have not made our vast expenditure on the Isthmus without a corresponding decrease in the supply of funds available for river and harbor improvements at home—to this extent have we yielded our necessities to our patriotism—nor were these funds removed from home centers of circulation without reducing the home supply of ready cash. This has added to the increase in the cost of living. If we had spent \$400,000,000 improving the rivers and harbors of the United States, we would have secured many of the improvements of which we now stand in need, and we would ourselves have derived the benefit of our enormously increased circulation of capital, with its inevitable employment of labor at a profitable wage; but since we have constructed the Panama Canal and are proud of it, it is fair to assume that we shall now be able to obtain greater attention for our home necessities, and that, in all reasonableness we shall soon be able to increase our appropriations for important projects within the borders of the United States. Therefore we should prepare 'to provide for our own.'

STRONG REASONS FOR WATERWAY IMPROVEMENT.

"Southern rivers along the Atlantic seaboard are seeking appropriations with the view of being deepened so that they may compete with northern ports for European trade and trade expected via the Panama Canal. Because they do not now have sufficient depth of water to accommodate the larger vessels that are being constructed, the tendency is to monopolize business at one or two ports.

"The problem of dry docks and dredges is also one of increasing importance. We are sadly in need of both.

"The Alabama coal fields are capable of service to southern industrial cities, but they are handicapped for want of proper transportation facilities.

"Motor boats which ply upon inland waters have increased until there are now perhaps 300,000 of them, representing an expenditure of from \$200,000,000 to \$300,000,000.

"Cities like Albany and Troy on the Hudson; Haverhill and Lowell on the Merrimac; Springfield and Holyoke on the Connecticut; Wilmington, Philadelphia, and Trenton on the Delaware; Paterson and Newark on the Passaic; New Brunswick on the Raritan; Pawtucket and Providence on the Providence; Fall River and Taunton on the Taunton; Baltimore on the Patapsco; Richmond on the James; Elizabeth City, Washington, and Newbern on the North Carolina rivers; Wilmington on the Cape Fear; to say nothing of Charleston, Savannah, Brunswick, and Jacksonville—some of them more favored by natural conditions than others—are demanding adequate outlets to the sea. They have only to point to inland European cities, like Manchester, Antwerp, Amsterdam, and Hamburg, to prove at once the wisdom of providing canals or waterways to supplement the work of the railroads and to afford competitive relief for the output of our farms and factories.

TRANSPORTATION PROBLEM ACUTE.

"The eastern transportation question is acute. It is the result of eastern indifference to the get-there and get-something qualities of our western representatives. We have no word of criticism for those who have been successful in obtaining appropriations for projects of less importance than our own. The fault lies with ourselves. We have not understood the situation or we have utterly ignored it. We have been brought to realize it only because of our own necessities. If, as is frequently the case, it takes 5 days to ship freight from Philadelphia to Chester, a distance of 13 miles, or 6 days to Trenton, a distance of 34 miles, or 13 days to New York, a distance of 90 miles, it is evident the railroads need relief. It takes an hour and a half only to ship from Philadelphia to Chester by water, 4 hours to Trenton, and overnight to New York. Why, then, should the eastern business man not be provided with water transportation? Or let us instance Paterson, N. J., a thriving manufacturing city, 16 miles beyond the city of New York. Recently a cargo of freight shipped from Michigan arrived in New York in 3 days, but more than a week elapsed before it reached its destination in Paterson. The distance from Baltimore to Paterson is 190 miles, and yet a consignment of merchandise leaving Baltimore June 14 did not reach Paterson through the railroad route until June 28, or 14 days from the date of shipment. We could cite innumerable instances of this sort of delay.

EASTERN STATES AS REVENUE PRODUCERS.

"These are but a few of the disadvantages confronting commerce in the East. We have had with us always, for want of Federal appropriation, the dangers of Cape Cod. Only last month its toll of wreckage and disaster horrified the country. On one day seven lives were lost with the vessels trying to round the cape. Fortunately a private enterprise is completing a Cape Cod canal, which will be opened to traffic next year. It is noteworthy that Massachusetts, while not contributing to the

Cape Cod project, is spending \$9,000,000 to improve the port of Boston. Through Massachusetts the Federal Government collects in customs and internal revenue approximately \$35,000,000 every year. The State was admitted to the Union in 1787, and its population exceeds 3,300,000. In all its history, with its tragic story of unchecked disaster along the coast, all it has received from the Federal Government for river and harbor improvements is less than \$20,000,000. Yet Texas, the great Lone Star State, admitted to the Union in 1845, with a population only slightly in excess of that of Massachusetts, collecting customs and internal revenues amounting to less than \$4,000,000 per annum, has received for rivers and harbors approximately \$32,000,000. Surely, under these circumstances, the people who do business on the Atlantic coast are entitled to greater consideration than they have received for the rivers and harbors of Massachusetts. Improvements such as we are advocating will tend to liberate the thriving industrial cities of New England from a traffic thralldom unequaled in any other section of the country.

A PROTECTED WATERWAY HAS BEEN EARNED.

"The Army engineers have recommended a free and open waterway across the State of New Jersey and across the States of Delaware and Maryland, at a cost for one of \$20,000,000 and a cost for the other of \$10,500,000. The greatest congestion of commerce in the United States and the densest population would be affected for the better by these improvements. They would save life and property; they would give employment to labor; they would encourage industry and agriculture and they would raise revenue for the Government. The total cost of these two vital links in the Atlantic coastal chain, carrying New England's commerce inland behind Cape Cod and Cape Hatteras and carrying the cotton and raw products of the South to the northern industries and consumers, would be \$30,500,000. Why hold up so promising an investment? Massachusetts alone yields \$35,000,000 per annum to the Government. Pennsylvania yields \$46,000,000 per annum. New York yields \$255,000,000.

"And why should not New Jersey and Maryland be considered in this transaction? They have been faithful servants of the Government. New Jersey was admitted to the Union in 1787. It is a great industrial and agricultural State, with a population of 2,500,000. It yields in revenue to the Government every year more than \$10,000,000. All the Government has paid back for rivers and harbors since 1787 is \$7,000,000, less for 126 years than a single year's receipts. And why should Maryland not be considered? Maryland was admitted to the Union in 1788. It has a population of 1,300,000. Every year Maryland yields to the Federal Government upward of \$13,000,000. All that Maryland has received from the Government for rivers and harbors since its admission to the Union is about \$10,000,000. Yet Oregon and Washington, glorious stars in the brotherhood of our Union, one admitted in 1859 and the other in 1889, have received for river and harbor improvements for those brief periods approximately \$33,000,000. The combined Federal collections from these two States is less than \$5,000,000 per annum. It is not that Oregon and Washington are not worthy of all they get; the presumption is that they are. The wonder is that we of the East have been satisfied to get along with so little.

LIFE AND PROPERTY AT STAKE.

"I shall not pursue this inquiry further. Some of my colleagues object to it in Congress, and I find it raises criticism as smacking of the sectional. It is not sectional, nor is it intended so to be. It is simply a statement of facts which statesmen and patriots must recognize. Our friends in other sections are averse to being classified as 'infidels' who 'provide not for their own house,' and we ought not to be less considerate of our own welfare.

"The recommendations of the Army engineers show that we can obtain the two sections of our intracoastal waterway south of New England for \$30,500,000. They have reported that the southern link from Beaufort, N. C., to the St. Johns River can be completed for \$14,400,000. A 7-foot channel along the coast of South Carolina through Georgia into Florida is now assured in certain parts, but the link running from Beaufort Inlet, below Cape Hatteras, is not complete, and Cape Lookout and Cape Fear, with Frying Pan and Diamond Shoals, are still terrors to the mariner.

"The Almighty has pointed the way through the sounds and rivers He has provided along the seaboard, and it seems a mockery to continue to send our small craft—naval, merchant marine, or pleasure vessels—into the unknown perils of the deep. Statesmen from the mountain tops and the valleys far removed from the surf and storm, the bars and shoals, glibly tell us the ocean 'is only a biscuit throw away.' They do not know.

THE BARGE THAT SAILS THE SEA.

"The morning papers of Tuesday last—November 10—in 10-line dispatches from Beaufort, N. C., make the announcement that 'without a soul aboard, the barge *J. R. Tell*, lumber laden, was dashed ashore at Cape Lookout Beach to-day during a raging southwest gale. The vessel's boat was lashed to the cabin top, and it is believed that the crew was taken off at sea by the tug that had her in tow.' Another dispatch informs us that the *Tell* was bound from Jacksonville to Philadelphia or New York. This brings the incident home direct to this convention. Why was this lumber-laden barge driven into the sea? The people of the Northern States are consumers of southern lumber, of southern cotton, and of southern naval stores. These are not perishable goods that have to be delivered overnight. Why, then, was this lumber-laden barge sent to sea, risking the lives of the crew and involving a property loss to both producer and consumer? The question is not sectional nor does it pertain to any State. The business that these barges do upon the high seas is interstate and national—surely as national and interstate as the construction of levees for flood prevention or for the irrigation of arid lands or for the reclamation of swamps. It is not a business proposition to send these barges to sea, whether they be laden with coal or with lumber or with farm products, because the cost of barge service by the outside route from between points like Wilmington, N. C., and New York is from \$5 to \$5.50 per thousand feet of lumber, whereas the cost of delivery by the inside route, through the North Carolina Sounds to Baltimore or Philadelphia, is quoted at approximately \$2.50 per thousand feet. Nor does it comport with our human instincts to send these tows to sea when they could

move up and down the coast more safely and more expeditiously by an inland passage; but the passage is barred by its undredged link. That is the reason the barge must go to sea.

"We are loath at this stage of our progress to believe that even the railroads which own or control the ocean-going steamships are in favor of delay.

"The record is too strong for even the sophisticated to counteract. Let me reiterate it: The toll of the sea along the Atlantic coast in the 10 years from 1900 to 1910 was 2,200 lives. The disasters numbered 5,700, involving property losses in excess of \$40,000,000. That property loss alone, with a paltry few millions added, would be sufficient to link up Jacksonville with Cape Cod, in accordance with the recommendations of the Army engineers.

FLORIDA'S STRONG MEN IN CONGRESS.

"My friends, we have assembled on this occasion in the State which marks the southern extremity of the Atlantic coastal waterway—a State which stands as much in need of waterway development as any other in the Union, and much to its great credit, be it said, it has been applying to this work largely of its own resources. In addition, it is fortunate in having in Congress a delegation which has been insistent upon obtaining proper recognition by way of Federal appropriations. There is no other State, perhaps, which is quite so fortunate in this respect. Amongst its Representatives in the lower House is one who has long and diligently studied the problem of waterway transportation here and in Europe. By reason of his faithful and distinguished service he has become the chairman of the all-important Committee on Rivers and Harbors. I refer to my colleague, the Hon. STEPHEN M. SPARKMAN. In the other body, which is sometimes called the "upper House," Florida has a place upon the Committee on Commerce, which deals with the river and harbor bills. So far has this distinguished Member evinced his appreciation of the importance of a wholesome and vigorous agitation for better transportation facilities that he serves as president of the Mississippi to Atlantic Inland Waterway Association. I allude to the Hon. DUNCAN U. FLETCHER, senior United States Senator from Florida. To these gentlemen, as to our delegates and visitors, we are speaking frankly of our eastern needs, with every assurance of friendship for every other section, and with the feeling that the interests of Florida are coequal with ours and theirs. We have not drawn contrasts as between sections to injure any, but rather to aid all, for the prosperity of one section of the country can not well be advanced without every section being prospered, nor can the burdens of congested transportation be laid upon one section without ultimately affecting all."

REPORT OF THE COMMITTEE ON RESOLUTIONS OF THE ATLANTIC DEEPER WATERWAYS ASSOCIATION.

We, the delegates and members of the Atlantic Deeper Waterways Association in sixth annual convention assembled in the city of Jacksonville, Fla., congratulate the business interests of the entire Atlantic seaboard upon the favorable reports of the Government engineers with respect to the projects advocated by this association.

Six years ago we formed our organization in order to work for a better recognition of eastern waterways in the National Congress. Elsewhere in the world there existed no chain of natural bays and sounds along the coast line comparable with those extending along the

Atlantic coast of the United States from New England to Florida; navigable by deep draft barges and freight carriers of every description and requiring nothing more than a few short connecting artificial waterways to bring them all together into one great transportation system with all its attendant advantages in the economical carriage of bulk cargoes, in reducing the cost of maintenance, insurance, and power, and in relieving the needs of the busiest and most closely settled portion of our country.

The construction of these short connecting waterways and their dedication to public use was urged by our association from its beginning. The feasibility of the plan was self-evident; small canals had been built in the infancy of the Republic over routes closely approximating those we advocated; but, unfortunately, having been acquired by other interests unfriendly to their development, or having been unable to form such connections as would permit the issuance of through bills of lading they had remained in their original state, while the progress of commerce and industry left them far behind, utterly unsuited to modern traffic requirements.

We called upon Congress for instructions to the Army engineers to survey and report upon routes for an intracoastal waterway to run from Boston, Mass., to Key West, Fla., passing through the bays and sounds and connecting into one system the many great navigable rivers that drain the Atlantic slope.

The reports of the engineers have confirmed our judgment as to the feasibility and desirability of the Atlantic intracoastal waterway, and have recommended that the project be undertaken by the United States Government.

The several links in the intracoastal chain of waterways from Long Island Sound to St. Johns River, Fla., have all been favorably reported upon, and it now only remains for the people and the commercial interests of the Atlantic seaboard to insist that Congress shall follow the recommendations of the engineers and authorize the construction of these several links.

One of the links, that from Norfolk, Va., to Beaufort, N. C., has been adopted by Congress. One of the early canals, the Chesapeake and Albemarle, constituting a section of this link between the Elizabeth River, Va., to Albemarle Sound, N. C., has been purchased by the Government and is now being operated as a free waterway. This Norfolk-Beaufort link is to have a minimum depth of 12 feet with appropriate widths.

With this recital of facts, the desires of the Atlantic Deeper Waterways Association for immediate progress toward the realization of its purpose are formulated in the following preamble and resolutions:

Whereas the Chief of Engineers, United States Army, has reported to Congress that "it is advisable for the United States to buy the Chesapeake & Delaware Canal, at a cost not exceeding \$2,514,290, and to then enlarge it to a sea-level canal 12 feet deep and 90 feet bottom width, with the least interference practicable to existing traffic, at a cost of \$8,000,000," with provision for subsequent enlargement to 25 feet depth and 125 feet bottom width; and

Whereas the Chief of Engineers has further recommended to Congress that it provide for the construction of "a lock canal of 12 feet depth and 90 feet bottom width across the State of New Jersey from New York Bay to Delaware River, provided the State of New Jersey will promptly secure and donate to the United States all rights of way necessary for a 125 feet bottom width, 25 feet depth sea-level canal along the same route, and provided that the 12 feet depth canal construction work be carried on in such a way as to allow of a greater development to a 25 feet depth canal whenever such development is found advisable; and

Whereas the State of New Jersey has provided by law an appropriation of \$500,000 for acquiring the necessary right of way and has caused the same to be surveyed and marked; and

Whereas by the completion of the New York Barge Canal at a cost approximating \$130,000,000 and the Cape Cod Canal at a cost of \$12,000,000, which are expected to be opened to traffic during the years 1915 and 1914, respectively, New England waters and the Great Lakes will be connected by inland waterways with New York Bay; and by the completion of southern projects recommended and authorized similar communication will be opened northward as far as the head of Chesapeake Bay, and the early connection of these great waterway systems is imperatively called for:

Resolved, That we demand of Congress the immediate acquisition of the Chesapeake & Delaware Canal at the price fixed by the Chief of

Engineers, and, in default of an agreement of sale by the present owners, the acquisition thereof to be promptly effected by condemnation proceedings.

Resolved, That we demand the insertion of an item providing for this purchase in the next rivers and harbors act, with a sufficient allowance for beginning the work of improvement.

Resolved further, That we demand of Congress the approval of the New Jersey Canal project and the insertion in the next rivers and harbors act of an item sufficient to begin the work and to secure the donation of the right of way from the State of New Jersey.

Resolved, That we approve as an essential part of the intracoastal waterway the improvement of the East River and the construction of the Harlem or Bronx Kills Channel, as heretofore recommended in the report of the Army engineers.

Resolved, That we urge the early completion of the improvement heretofore authorized of the upper section of the Hudson River between Hudson and Troy, so that the same shall be completed at least contemporaneously with the completion of the Erie Barge Canal. We further recommend that Congress authorize a supplemental survey of the upper section of the Hudson River, with a view of providing a still deeper channel up to the city of Troy. We further recommend the improvement of the Hudson River from Spuyten Duyvil, at the entrance of Harlem River, to the Battery, heretofore recommended by the Army engineers.

Resolved, That we recommend the construction of a canal between Fishers Island Sound and Bissells Cove, on Narragansett Bay, thereby avoiding the dangers of navigation around Point Judith and affording a safe inside route between Narragansett Bay and Long Island Sound.

Resolved, That this association is committed to the construction of an intracoastal waterway from the St. Johns River to Key West as an integral part of the system, and as a part of such route it recommends the purchase of the existing canal of the Florida Coast Line Canal and Transportation Co., in so far as the interests of the United States may be subserved by the purchase of such canal and its appurtenances.

Resolved, That we commend to the entire Nation the paramount importance of the Atlantic intracoastal waterway among the engineering projects now under consideration by Congress as a necessary factor in the economic development of that section which is most thickly populated, has the greatest industrial output, uses the greatest bulk of raw materials, and needs the greatest supply of food from distant points.

Resolved, That the present condition of neglect in the matter of eastern waterways, the high cost of transportation due to obstructive tolls and inadequate facilities, the great loss of life and property in coastwise traffic, the prohibitive rates of marine insurance and shrinking tonnage of coastwise shipping, alike call for immediate approval of the Atlantic intracoastal waterway and rapid progress of the work through generous appropriations by Congress.

Resolved, That we call upon business interests and trade organizations throughout the United States, and especially in the seaboard States, for such united and persistent support and agitation of these demands as will result in their sure recognition at the next regular session of Congress.

JOHN H. SMALL, *Chairman*.

WILFRED H. SCHOFF, *Secretary*.